(brinfers' Inft. the fifthe schools

master of advertising), says

·WASHINGTON, D. C., SATURDAY, SEPTEMBER 21, 1895-TWENTY PAGES.



COLONIAL BEACH.

## UNDER FULL SAIL

Adventures of a Party of Washington Canoeists.

FROM ANNAPOLIS TO THE CAPITAL CITY



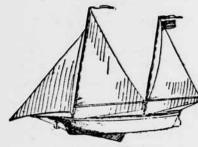
of the year to go,"

just after their return from a short sail to "Count me in," all exclaimed, and in ac-

cordance with the unanimous decision a party assembled last Saturday afternoon at the Baltimore and Ohio station loaded down with the various articles of the camp outfit-cooking utensils and our waterpreof suits, technically designated "ollers," which are, next to food and water, the most essential part of a canoelst's "duffle." Our train was soon carrying us rapidly toward quaint old Annapolis, where we were to begin our eventful voyage in the fleet and stanch Chesapeake bay canoe which we had

The Monte was an open canoe, thirty feet in length and carrying three enormous sails, and at the peak were flying the colors of the Baltimore Yacht Club, of which she was formerly a member

As the town clock that evening tolled the hour of 11 our lines were cast off, and with all sail set we began our long voyage. The weather had entirely cleared by this time, and the bright moon shed a soft light upon the picturesque Annapolis harbor, dotted



The Monte.

the beautiful Severn river the bright light at Hern Point light house gleamed like a radiant star. About us all was stillness save for the slight rippling of the water the bows of our canoe. Soon, how-the scene changed, for, passing the ever, the scene changed, for, passing the point at the harbor's entrance on our right, we felt the long swell from the Chesapeake bay, and, easing off our sheets, we headed for Bay Ridge, four miles away. Almost too rapidly we lost sight of the glimmering lights at Annapolis, and crossing Tally's Point bar, we entered the bay. On our right was Bay Ridge, and instead of the lively scene so familiar to Washingtonians who have visited this excursion resort, we found it at the hour of midnight clad in the light clark and the only sound the found it at the hour of midnight clad in inky darkness and the only sound the breaking of the waves upon the beach. Far up the bay we heard the rushing of the rising north wind, and as it reached us and filled our sails we glided swiftly down the shore by the leng pler and soon afterward reached Arundel-on-the-Bay.

Eight miles east of us the red and white flash lights of the Kent Island light houses could be seen, and, almost directly ahead, Thomas Point shoal light marked the entrance to South river. Despite the lateness

Thomas Point shoal light marked the entrance to South river. Despite the lateness of the hour the beauty of the scene precluded all idea of sleep, and we sailed on in the glistening moonbeams, watching the everchanging shore. Crossing the mouth of South river and running down a few miles of wooded coast we passed the broad estuary of the West and Rhodes rivers, and here were several large vessels lying at anchor. of the West and Rhodes rivers, and here were several large vessels lying at anchor. The wind, which was constantly increasing in strength, now shifted toward the eastward, and soon we found ourselves upon a les shore with no harbor for miles below us. The moon, too, was setting, and we knew that until daylight, nearly an hour and a haif away, we would be in darkness. We soon found it necessary to furl one of our large sails, and to stand in nearer to the shore in the hope of discovering a harbor where we could anchor till daylight. But though we sailed on through the gloom, no haven appeared. through the gloom, no haven appeared. The strength of the breeze now required us to take in another sail, and we flew onward under our remaining canvas, rising gallantly over the angry waves, which hissed and rolled around us.

Suddant rolled around us.

Suddenly, and without previous warning, a squall much heavier than the gusts which had preceded it struck our foresail



Where the Boat Landed.

and lifted the mast bedly from the step and it fell over the starboard bow at a dangerous angle, its base jamming in the forward thwart. It was imperative to releve the strain upon the sail immediately and the sprit rope was cut. The big sail folded up like a collapsed umbrella, and though we still had sufficient steerage way to keep our boat out of the trough of the waves, we found we were not approaching the shore, but, on the contrary, drifting repully down the coast and about parallel rapidly down the coast and about paralle

Knowing of the dangerous cliffs at Ches. speake Beach and that our boat would be round to pieces by the high surf should

she go ashore there, we determined to beach her as soon as we could spread an improvised jury sail, which we did in a few minutes, utilizing our jib for the purpose. We soon gathered headway and at what seemed a favorable point just below a little headland we raa ashore in the tumbling breakers. Two of us jumped overboard at the bow and endeavored to steady the boat while the third member of our party gathered up our dry clothing and some boat while the third member of our party gathered up our dry clothing and some food and matches and leaped ashore. A thicket to the water's edge retarded our efforts greatly, and soon the surf catch-ing the canoe's stern swung her around broadside, and as we knew she would fill with water in a few minutes, we devoted our energies to saving as much of our car-go as possible.

Voyaging at Night and an Experience With a Squall.

LIFE OF A SAILOR

Written Exclusively for The Evening Star,

HO WILL JOIN ME on a canoe cruise from Annapolls to Washington? It will be a glorious trip of 175 miles down the bay and up the beautiful Potomac, and this is just the time of the year to go,"

With water in a few minutes, we devoted our energies to saving as much of our cargo as possible.

We succeeded fairly well, and after half an heur's hard work had nearly all of our outfit ashore, but all our bread, fresh water and ice and a large portion of our previsions, charts, blankets and spare clothing disappeared in the angry waves. This was not the first shipwreck in the experience of cur party, and, taking matters philosophically, we built a big fire on the beach, got on our dry clothing and watched the dawning of the day. As it got lighter we saw, less than a mile below us, the frowning cliffs of Chesapeake Beach, and we were truly thankful that our accident had not occurred there. After resting a few hours and enjoying a good breakfast from our remaining supplies, we devoted ourselves to set man a mile below us, the frowning cliffs of Chesapeake Beach, and we were truly thankful that our accident had not occurred there. After resting a few hours and enjoying a good breakfast from our remaining supplies, we devoted ourselves to getting our boat afloat again. As the tide and sea had gone down this was attended with some difficulty, but we finally succeeded in launching her and found that no injury had resulted from the beaching in the soft sand.

After drying our sails and clothing we beaching in the soft sand.

of the year to go," said the secretary of the Washington Canno Association to a trio of Washington trio of Washington passed Chesapeake Beach we noticed its abandoned and half-finished pier, and no sign of habitation save a deserted house

in the distance.

For hours we sailed along an unbroken and almost uninhabited coast, and we had to look toward the eastern shore and its passing steamers for signs of life. Just before reaching the mouth of the Patuxpassing steamers for signs of life. Just before reaching the mouth of the Patuxent river, however, we passed a settlement, and the sight of the neatly built houses and ther was a most welcome one. After doubling Cedar Point we sighted Drum Point light house, a few miles to the southward, and our course from point to point often took us many miles out into the bay and almost in the track of the ocean going steamers. Hurrying onward, across the mouth of the Patuxent river, we laid our course for Point No Point and Point Lookout, about ten miles distant and, as we approached near enough to see the cottages and tents, which afford such pleasant summer homes for so many citizens of the nation's capital, we felt that we were almost within reach of our beautiful city, but we had still 104 miles to sail over.

Rounding Point Lookout just after sunset, we passed into the Potomac river, and running up alongside the government pier, made things snug for the night. We had been all day without fresh water, and the clear, cool water of the artesian well tasted I'ke nectar to us. Many of the Washingtonians at Point Lookout had taken the steamer for home the evening before, but those who still remained gave us a hearty welcome. After a good night's rest we made sail at 8 the following morning and were soon tacking across the broad river, past the mouth of the historic St. Mary's river and past St. George's Island. We sailed almost to the Virginia shore, and then, with a fair wind, headed directly up stream by Piney and Ragged points and Nomini cliffs, reaching Blackistone Island Rounding Point Lookout just after sun stream by Piney and Ragged points and Nomini cliffs, reaching Blackistone Island at 7 p.m., and landed at Colton's, where we stopped a few hours to see friends and to lay in a new stock of provisions. While there, a rirong southwest wind sprang up, and we determined to sail all night and be at Washington, seventy-seven miles up the

Potomac, in the morning.

We passed through Dukehart's channel at 9:15 p.m. and sailed at almost steamboat speed by the Wicomico river lighthouse, and soon afterward passed Colonial Beach, its lights twinkling far off on our left. Soon Lower Cedar Point was reached, and here we overtook and passed two large schooners bound up stream. Occasionally a steam ers bound up stream. Occasionally a steamer would be seen moving rapidly in the distance. On we sped, tacking through the famous Nanjemoy reach, which sailors dread so much, and then, with flowing sheets, around Maryland Point lighthouse and the Nanjember Dental Denta and up by Smith's Point, Douglass Point Liverpool Point, and Sandy Point, Mary

Then came Chicamuxen creek and Stump Neck, and on the Virginia shore, Quantico and Potomac City. Dawn found us of Mattawoman creek, just below Indian Head, and the rest of the trip is well known to Washingtoniars.
We reached our berth at 9th street wharf

we reached our berth at 9th street whari at 10 a.m. Tuesday, just fifty-nine hours from the time we left Annapolis, having spent twenty hours on shore during the cruise. On our homeward run we over-took and passed every salling vessel from Point Lookout to this city.

O. B. G.

THE LONDON FLOWER MARKET.

Masses of Sweetness and Beauty Delight the Senses.

From the Spectator. To speak in detail of all the flowers in Covent Garden market would be to write an article like a florist's catalogue. Everything is there that is in season. When we say it in the last days of July, masses of sweet peas, stocks, and carnations, roses of every description-choice ones tied in small bunches, commoner kinds, with long, liberal stalks, and abundant leaves and thorns, bound in big bunches, such as one likes to bring in from the shrubberies of a generous country garden-lilies and glad-

icles—white, red and orange, some in pots standing tall and stately on the shelves above the stalls, others laid in layers of cotton wool in oblong cases, and looking as if prepared for their own obsequies, forests of palms and maidenhalr ferns, fringes of white creeping campanula, hazes of silvery gypsophylla, skylike stretches of blue cornflower—struck us as among the most vivid and distinctive features.

Between 6 and 7 o'clock we noticed a good many Sisters of Charity buying flowers for the churches they tend, and hospital nurses catering for their wards. Between 7 and 8 o'clock business began to be very eager, and from 8 to 9 o'clock the work of dismantling went on apace. It is then that the poorer class of purchasers come, the women in the familiar costume of the street correr—the black or nondescript colored correr-the black or nondescript colored gown and tartan shawl, and bonnet of straw, crape, or lace, well crushed down and battered, but brightened up with a brave bunch of the commonest and loudest artificial flowers a few pence can buy. This is the time when bargains may be made, and the poor woman who wants to furnish her basket for sale, and the managing lady with a dinner party coming on, who,
"though on pleasure she is bent, has yet a
frigal mind," are equally eager to buy
cheap. At 9 o'clock the closing bell rings, and, after a few minutes' grace, during which the exodus goes on rapidly, the doors are shut, and the great flower market is

over for the day. Aparchy in Madagascar.

Advices received at Marsellles from An anarario, Madagascar, are to the effect that a condition bordering on anarchy pre-

Complications Growing Out of the Insurgents' Trials.

CONVICTIONS BY THE MILITARY COURT

Recognized as Lawful and Binding by the British Government.

THE AMERICAN CASES

Special Correspondence of The Evening Star

HONOLULU, September 5, 1895. The recent action of the British government has been exceedingly favorable to the government of this republic in the cases of the political prisoners appealing for British interposition. That action has been such as entirely to dispel the apprehensions which were entertained that the Dureell claim, pre-

and Walker were entitled to British interposition as British subjects, the proofs present ed by this government having been accepted as conclusive that both of them had long been Hawaiian citizens, notwithstanding their affidavits to the contrary. This was soon after followed by the withdrawal of the soon after followed by the withdrawal of the claim made in behalf of Johnston, who was deported to Vancouver, B. C., last February, and who appealed to the British government to obtain for him damages for the injury done to him by such deportation. That government, after careful examination, accepts the evidences offered by this government, that Johnston's deportation was for good cause.

cause.
But what this government most values as of the highest importance is the formal and full assurance made by the British government that they regard the military commission which tried and convicted the political prisoners last February as a valid tribunal, and its verdicts and sentences as being lawful and binding. This is a valuable triumph for this government, because the friends of the convicted insurgents have not ceased to proclaim that it would be compelled to release them because the validity of their trials by the military commission would be disallowed by England.

The Ashford Case.

The only exception to an entire concur-rence by the British government in the dealings of this republic with its insurgent prisoners is in the case of Colonel V. V. Ashford. I reported the trial of this gentleman in a letter to The Evening Star of February 2. He was convicted of misprision of treason, and sentenced to imprisonment and fine. Soon after, on account of his-fill health, he received a conditional pardon, requiring him to leave the country, which he did. The British government now express the opinion that the evidence in his case, which they have examined, was insufficient for conviction, and they ask that the findings of the court should be reversed by this government. The latter has agreed to carefully reconsider the case. The general belief here is that the evidence constituted a sufficient case against the accused. It is claimed that he was convicted mainly upon the testimony of alleged accomplices, chiefly Nowlein, the military leader of the insurrection, who should not be believed. There was, however, much circumstantial evidence correlation. gentleman in a letter to The Evening Star rection, who should not be believed. There was, however, much circumstantial evidence corroborating Nowlein's lengthy statements about repeated interviews arranging for Ashford's leading the intended rising from the fish market.

A very strong corroboration of Ashford's co-aplicity was the written commission made out to him by Mrs. Dominis to the associate justice of the supreme court. This could only be accounted for as a high price to be paid for his military ability in aid of her restoration. Col. Ashford was one of the last men among our lawyers one of the last men among our lawyers. one of the last men among our lawyers whose character and record commended him for judicial office. What stood yet more in his way was that on pages 202-217

him for judicial office. What stood yet more in his way was that on pages 202-217 of Blount's report is a lengthy statement by Ashford, which contains the grossest charges against the personal morals of Liliuokalani. She must have bitterly resented those aspersions. Her motive in giving high office to so foul a former enemy could only have been the strongest sense of ned of his military aid.

That, however, may not technically have been the sort of evidence required to convict the accused, although it could hardly fail to influence the minds of the commission, as well as their familiarity with his previous well-known record as a bold and unscrupulous adventurer ready for either side in the game. There is probably not an intelligent person of any party in Honan intelligent person of any party in Hon-olulu who has the remotest doubt that V. V. Ashford was fully informed and an ac-complice in the conspiracy which ended in the insurrection of last January 7. Still, he may possibly be entitled to legal acquittal.

Considerate Diplomacy.

The favorable results gained from the British government are largely to be attributed to the thoroughness and ability with which all the subjects in question have been laid before them by Foreign Minister F. M. Hatch, whose services have been indispensable during the complications arising from our late troubles. The government also feel that they are much government also feel that they are much indebted to the very friendly and considerate dealing of the British representative here. Maj. A. E. Hawes. It is especially noticeable that Commissioner Hawes has habitually made inquiry here into cases appealed to him before referring them to his government. This is quite in contrast to the course of Minister Willis in the Dureell case, which he referred to Washington without previously affording this ington without previously affording this ington without previously affording this their action.

government any opportunity to explain In regard to their confirmation of the In regard to their confirmation of the validity of the trial under martial law by military commission, the British government could hardly act otherwise, being compelled thereto by their own conspicuous precedent in the case of trials and executions in Camaica under Governor Eyre. Those trials, although universally admitted to have been hasty and violent, received the stronger confirmation of their Eyre. Those trials, although universally admitted to have been hasty and violent, received the strongest confirmation of their validity by parliament and the courts. It was thoroughly recognized that under the stress and peril of insurrection ordinary law is silent, and government is justified in the defense of its life in employing the most severe and summary methods. The methods employed in Honolulu last winter were mild and orderly. They did not in any way differ from the methods in ordinary courts in fairness and deliberation and in fullest opportunity for defense. The only difference was that for the ordinary jury was substituted a body of six officers of the volunteer militia, gentlemen all of high standing in the community. It has been especially noted that it had already been proved to be impossible by means of a native jury to convict any insurgent. This was shown in the case of Wilcox in 1859, who was released by a native jury, although the avowed leader of the insurrection. Unless every insurgent was to go free, the methods of martial law had to be followed.

HAWAII'S AFFAIRS other party will think of doing so. That alleged invalidity of the military commission, which the friends of insurgent convicts have hitherto flaunted as a ground of hope for their release, may now be considered as something to be heard of no more.

The Latest Filibuster, Rumor. Reports of intended filibuster expeditions seem to spring up on the Pacific coast. We are being educated into a habit of incredu-lity respecting such alleged undertakings. The latest that has reached us came in a San Francisco Chronicle of August 4, about a recruiting office for filibusters having been opened by one Morrow, at 711 Bush street. Few persons here appear to attach importance to it. Some think it a fake of importance to it. Some think it a fake of the reporters; others an attempt by some adventurer to raise the wind out of confiding recruits. Still there is just enough in it to revive a trace of the old uneasiness. It especially does not exert an encouraging influence on the minds of a considerable class, who have lately been supporting the idea that all now was well, and it only remained to restore the era of mutual good feeling by a general amnesty to the political prisoners. Such an opinion is being ventilated by so active a supporter of the government as the Hawaiian Star. It meets with much favor even among leading memeriment as the Hawaiian Star. It meets with much favor even among leading members of the legislature. It is somewhat peculiar that many of those who are now quite urgent for such amnesty were among the loudest last January in demanding the summary execution of the rebels. Sensible and responsible citizens then held their peace, and waited for the tide to turn. They are doing the same now. The caphract and were entertained that the Dureell claim, presented by United States Minister Willis, was intended to be the forerunner of a series of similar unreasonable claims to be urged against us by Great Britain.

My last letter spoke of the British withdrawal of the claim that Messrs. Rickard

Other British Cases.

of insurgents.

Another application was made some days igo to the foreign office by Commissioner Hawes for the British government asking for a statement of the causes that led the Hawaiian government to arrest and imprison James Brown, L. J. Levey, M. C. Bailey, F. H. Redward, Thos. W. Rawlins, Arthur McDowell, F. Harrison, C. W. Ashford, G. C. Kenyon and E. B. Thomas, during the January troubles. The above named British subjects had formally appealed to their government for redress for the wiongs done, but the legal advisers of the crown decline to give a decisive opinion without reviewing the testimony that may be submitted by this government.

This testimony will be prepared as soon as possible and forwarded to England. It is believed that it will be satisfactorily shown that every one of the above named persors was arrested and held under ample evidence of their compilicity in the insurrection, such as to render it unsafe to leave them at large. It was not considered necessary, however, to try and convict Batley, F. H. Redward, Thos. W. Rawlins,

leave them at large. It was not considered necessary, however, to try and convict before the military commission all the cases that arose. Most of the above named were persons of some means and social standing, and were subjected to much busiréss inconvenience and loss by their imprisonment.

There was a marked difference between this action of the British government and

There was a marked difference between this action of the British government and that of the American in the case of the darky cook, Dureell. In the latter case reparation and indemnity were simply demanded, without any suggestion that the claim might require investigation. But the British government merely isay that their subjects present a claim for redress, and ask this government to state shy what evidence subjects present a claim for redress, and ask
this government to state on what evidence
they had been imprisoned. America treats
it as a prima facie case that Dole was
wrong; England, that he was probably
right, and waits for evidence. America
judges offhand, and asks for no evidence.
But doubtless one should not impute all the
acts of your administration to America.
A long list of names of political prisoners
was yesterday afternoon laid by the executive before the council of state, with a
view of pardoffing them. They include all
except a few of the leading and more influential ones.
The council advised the pardon of fortyseven prisoners; also the release of the ex-

seven prisoners; also the release of the ex-queen on parole. The leaders are to remain in prison longer. Many of the exiles are to return. KAMEHAMEHA.

THE HAUNTED KITCHEN.

Terrible Fright of a Balated Cook and Her Precipitate Flight.

Out in the neighborhood of Iowa Circle lives a government clerk who has grown gray in the service of his country, and with his gray hairs have gradually crept up in him several of the ills that flesh is heir to, among others an occasional touch of insomnia. Insomnia breeds irritability, and his irritability had been stirred to its lowest depths by inability to get a satisfactory hired girl, but a month or so ago he was fortunate enough to get a "settled woman," who was pretty near perfection. She was a good cook, stayed in nights except when her "s'clety" met, and in other ways was a model. About once a month the oblong piece of buff-colored paper that was slipped under the basement door by the gas man would bring a frown to Mr -'s brow, but he would only caution the hired girl to turn down the gas when not using it.

using it.

A few nights ago—one of those hot nights—a "s'cicty" meeting had called the girl out before she finished washing the dinner dishes, and she hadn't returned when the family retired for the night.

Mr. — had a protracted interview with his enemy, the sleep killer, the same night, and could find no rest. In vain he thought over all his nighted and counted one but over all his misdeeds and counted one hundred backward and forward several times; dred backward and forward several times; sleep wouldn't come. So, after tossing about until long after midnight, he finally got up and sat at the window. Happening to lock down into the yard he saw a streak of light glinting from the basement shutters, and he thought of burglars. Creeping steathily down the stairs he heard his model servant washing the dinner dishes so he went back up to

And she wouldn't. The next evening in the "Want" column of The Star was an ad. for a settled colored woman to do housework up at some hundred and something 13th street.

A Miniature World.

From the Baltimore Herald. Four leading French scientists-Villard, Cotard, Seyrig and Tissandier-have succeeded in making a wonderful model of the earth. It is a huge sphere, forty-two feet in diameter, and has painted upon its outside all details of the earth's geography. although the avowed leader of the insurrection. Unless every insurgent was to go
free, the methods of martial law had to be
followed.

The decision of our supreme court upon
this subject has now been published, contuining the briefs of counsel upon both
sides. The subject was exhaustively treated and the decision of the court is given in
clear and convincing form, based upon
British and American precedents. It is
not in the least probable that the United
States government will attempt to question
the correctness of the decision, or that any

## **FOUR TROLLEY CITIES**

Comparative Notes of Pittsburg, Detroit, Cleveland and Toledo.

WASHINGTON'S SPLENDID TRAMWAYS

The Value of Anti-Trolley Laws Apparent to Returning Citizens.

A PROGRESSIVE TOWN

It is an opportune time for Washingtonians interested in street railway transportation to go abroad among the other cities of America and then to return to the one spot where the blight of the overhead trolley has not fallen. With the 9th street un derground line in full and successful operation, and with the last foothold of the trolley syndicate swept away in the removal of the poles on New York avenue, the summer tourist, who comes back to the city this time from the west, as I did recently, will obtain a splendid point of observation from which to compare Washington with some of the other communities of the country, where, by legislative indifference or carelessness or perhaps design, the streets have been utterly surrendered to transportation companies with no regard for the safety, comfort and welfare of the citizens.

The little journey that gives rise to these trolley thoughts included four exceptionally interesting cities in this regard, Pittsburg, Cleveland, Toledo and Detroit, four of the mest trolley-ridden cities in the country, and corresponding with the four eastern olaces that are now the victims of the overhead wire, Baltimore, Philadelphia, Newark and Boston. To the returning tourist the impression afforded by the Washington streets, wide, smooth and undisfigured by trelley noles, and victor is one of vest relief streets, wide, smooth and undisfigured by trolley poles and wires, is one of vast relief after the streets of these four cities that have been named. No pen can describe the feeling of gratitude for the unflinching front that has been presented by the enemies of the trolley for so many years, felt by the citizen of Washington, who thus gets back into the realm of advanced street railway facilities that do not include the disadvantages of danger to life limb and disadvantages of danger to life, limb and property, afforded by the systems now in vogue in Pittsburg and those other three cities.

Washington's Plan Unexcelled. The principal lesson learned by such a visit as mine-viewed from the point of comparative observation that I have men tioned-is that the geographical plan of Washington is pre-eminently favorable to a safe and convenient street railroad system. This is an advantage that is not obtem. This is an advantage that is not obtained by other cities that have grown spasmodically, without regard to proportion or continuity of streets. Such a city is Brooklyn, which, though not included in this series of towns now under consideration, is an exceptionally fine example of the disadvantages of welding a number of villages into an unharmonious, incongruous whole, called a city. The duplication of a number of lines upon a few trunk stems of tracks is one of the chief elements of danger that is presented in that city, and found also in an excessive degree in Toledo, where the average citizen of long

found also in an excessive degree in Toledo, where the average citizen of long
residence is often puzzled to understand
the schedules and routes of the great variety of street car lines, all propelled by
overhead trelley, that form a network of
dangerous tracks through the narrow
thoroughfares.

In comparison with such a city as Toledo, the Washington system of completely
covering the entire territory by two covering the entire territory by two or three trunk lines fed from the suburbs by smaller lines, is vastly superior. Of course, a city so easy to comprehend in its street system as Washington lends itself more readily to an intelligent and modern street railway plan than do the more rapidly grown and less capably planned towns of the west, and the comparison between the street railroad plans of Washington and Toledo, for instance, encourages an addie entire territory by two

Toledo, for instance, encourages an tional hope that the street extension

proposed for Washington What the Trolley Means Another lesson learned from these com parisons is that the overhead trolley danger ic not so great in itself as in what it signifies and means, what is behind it. This cheap construction is most advantageous and beneficial to small towns that other wise could not establish and maintain rapid transit street railroad plants. For example transit street railroad plants. For example, in Adrian, Mich., where I spent several days, there is just the field that the overhead trolley will, in my opinion, be forced to occupy exclusively in the near future. A city of 10,000 inhabitants, needing quicker transportation than that afforded by horses, will be well equipped with a trolley line, while it could not maintain the more expensive form of cable or underground electric construction. ectric construction

electric construction.

Running between Cleveland and Pittsburg, on my way back to Washington, my eye was caught by what was evidently an overhead troiley that was being constructed syveral wiles out of the constructed syveral wiles several miles out of one of the small Ohio cities through which we passed; and here, again, the thought came, is the proper field for the overhead line, binding together the smaller cities around the large centers of population with lines that can be constructed. population with lines that can be constructed cheaply over long distances. But the absurdity and antiquity of this form of coned cheaply over long distances. But the absurdity and antiquity of this form of con-struction for city use are shown in Pitts-burg, where the streets are absolutely oc

burg, where the streets are absolutely oc-cupied by the dangerous overhead wire, glving currents to cars that run at reckless speeds over a most intricate system of tracks.

Pittsburg possesses an exceptional disad-vantage in the use of an enormously heavy car on the trolley lines. One of these lines runs on Smithfield street, the principal bus-iness thoroughfare, the cars there being fully one-half again as large as the average avenue trailer and much heavier than the large cars in use on the Chevy Chase road. These cars are plastered with advertise-These cars are plastered with advertise ments within and without, and the outside signs are so great and glaring as to be a positive blot on the not over-lovely land

· Too Many Franchises.

Detroit is sadly agitated over the stree rallway question, and there is a strong sentiment of indignation among the people against the action of the city council in granting franchises without due regard, A is claimed, to the needs and desires of the residents. The result is a rapid formation residents. The result is a rapid formation of duplicate tracks, parallel lines, dangerous crossings and the formation of a monopoly of all the street railway facilities. Tom Johnson, the Cleveland millionaire, who is the owner of most of the street car lines at the latter city, is getting a foothold in Detroit and his corporation bids fair to control eventually all the lines of the city of the straits.

Cleveland is completely at the mercy of this street railway magnate, so far as these

city of the straits.

Cleveland is completely at the mercy of this street railway magnate, so far as these facilities are concerned. The cars run at an exceptionally high rate of speed at all certain important streets that is observed in Brooklyn and Toledo, and that forms such a dangerous and confusing element in

city life.

All of these cities have the 5-cent fare, without the privilege of purchasing tickets at reduced rates. This is mainly because of the formation of street car trusts, thus present the street car trusts, thus present the street car trusts. venting competition, and enabling the own-ers of the lines to regulate the tariff to suit

their desires for income regardless of the wishes of the people. This is an exceptionally heavy burden in such a city as Pittsburg, where thousands of workingmen, receiving small wages, are compelled to use the street car lines in covering the long distances between their homes and their places of labor.

Erratic Transfer System. There is an erratic and apparently un-

satisfactory system of transfers in vogue, and I was told by a very intelligent citizen riding on one of the lines that the Widener-Elkins syndicate that now owns most of the Pittsburg lines is increasing its holdings there and rapidly securing control of all the trunk lines of the city. This, he said, gives promise of no relief in the future in the matter of fares and transfers, as the power of this great corporation with the legislature appears to be unlimited. My informant expressed the hope that the recent political convulsion in the state, which re-established the Quay power and dimmed the lights of Magee in the west and Martin in the cast, would bring some relief to the citizens of Pittsburg in the matter of street railway transportation, which he assured me is really becoming one of the most vital issues of local politics. He said it was the general belief of Pittsburgers that Senator Quay would no longer aid-the Widener-Eikins syndicate to extend its system of lines, and consequently its financial and political power through the state of Pennsylvania.

In the matter of transfers the syndicate all the trunk lines of the city. This, he

In the matter of transfers the syndicate In the matter of transfers the syndicate is very arbitrary and in many cases harsh in the treatment of its patrons. Being built between the Alleghany and Monongahela rivers, Pittsburg is somewhat like New York in geography, and long lines of cars fed by side routes are necessary. In frequent instances three-cent transfers are given with such injustice that the patrons of the road are beginning to realize the danger and inconvenience resulting from a monopolistic occupation of the street railroad territory of any city.

To Crush Commetition.

To Crush Competition.

And here occurs to me the chief danger of the overhead trolley, when I come to dook at the matter in the light of what has happened at Washington during the last few years. The duplication of lines beyond the demand of the people that is observable in Detroit explains probably as well as any other phenomenon the motives that inspire the controlling corporations to that inspire the controlling corporations to go to the expense of constructing what can never be profitable lines parallel to their main courses. The overhead trolley construction is so cheap that it is economy in the end to throw out single track lines over what might become, under competitive influences, profitable territory. By thus practically covering every available inch of space such corporations as the Widener-Eiklins syndicate, the Tom Johnson syndicate and others that now control the street rallway privileges of these cities kill opposition by rendering it too costly to the ambitious capitalist to seek to divide the profits of the field with them. As a tool of the street car trust that is so ben-

the ambitious capitalist to seek to divide the profits of the field with them. As a tool of the street car trust that is so beneficial to stockholders and so injurious to the interests of the citizens, the overhead electric system is valuable beyond estimation. As a servant of the people the Washington experience shows that it is incalculably dangerous.

The more esthetic consideration of the mutilation and obstruction of the streets by the unsightly trolley pole and wire appeals perhaps more strongly to a Washingtonian than to a resident of Pittsburg or Toledo, cities that boast of but few such magnificent thoroughfares as Pennsylvania avenue, and few such fine business streets as F. 7th, 19th, and dozens of others. To be sure, the trolley pole and wire would be far less dangerous of themselves in the broad streets of Washington than they are today in the narrow streets of Brooklyn, Baltinger, Pittsburg and Toledo. The lack of crowding commercial traffic in Washington is another element in favor of the overhead pole and wire should they ever find a foothold here, that now seems impossible. Yet the very experience of these cities in this matter points the wisdom of those who have fought so persistently and consistently against the encroachment of the trolley.

Gratitude for the Champions.

Gratitude for the Champions. And the return of the wanderer from othtoward The Star and its friends, who stood by it so gallantly in the fight, gratitude for the preservation of the beautiful streets and avenues, and for the safety and comfort that have resulted from a stern insistence that nothing but the best plans of street railway transportation shall be adopted in this, the best of American cities. I can use that adjective with a feeling of corscientious truth since my recent observation of the disadvantages of living in such crowded, ill-planned and poorly such crowded, ill-planned and poorly equipped communities as those that I included in my recent trip. The absence of the noisy buzz of the overhead cars, the lack of the clatter of heavy trucking over ccbbled streets, and absence of the smoke and grime of other cities, the presence of the beautiful trees—marred, I am sorry to fird, by caterpillars—and the frequent location of beautiful parks make a sum total

fird, by caterpillars—and the frequent location of beautiful parks, make a sum total of municipal happiness that is not paralleled in my range of observation.

There is no telling, though, what the result might have been of an early surrender to the demands of the trolley syndicates that so shrewdly recognized the value of the Washington field and so persistently fought for privileges in it. The recent experience with the law-defying attitude of the Eckington road in the matter of the illegal poles on New York avenue shows that The Star was right beyond a question in contending at all points against the granting of additional franchises and privileges to this representative of the great ileges to this representative of the great syndicate that is now making Baltimore, Philadelphia and Pittsburg groan under the pressure of its street railroad mo-

Cheapness No Argument Now.

The success of the underground lines on 9th and U streets shows that there is no force in the argument that rapid transit and cheap and dangerous construction are synonymous. If it be true that the District committee of the Senate has adopted, as was stated last winter in The Star, a comprehensive plan for the future development of Washington's street car lines that contemplates the restriction of the city lines to the present routes already established, then Washington will probably be forever free from the danger that is now startling the citizens of Detroit. This now startling the citizens of Detroit. This plan, it is understood, is the feeding of the now established trunk lines by a system of suburban lines entering the city at convenient points and so arranged as to give competition without an unnecessary occupation of territory. If this could be accomplished, then, indeed, will Washington be blessed, and then, too, will The Star be blest by its citizens for its straightforward and consistent fight for the good of Washington.

G. A. L. Jr. G. A. L., Jr. Washington.

Dr. Hall and a North Carolina Guide From the Raleigh (N. C.) News and Observer.

The late Rev. Dr. Charles H. Hall, rector of Holy Trinity Church, Brooklyn, N. Y., was fond of getting into the mountains of North Carolina, far from railroads whenever he could take a vacation. He loved to come in contact with the hardy, unlettered mountaineer. He esteemed a man as a man. He never tired of telling of an incident that first gave him a knowledge of the inbred hatred of the revenue officer. Going up the mountains with a guide, they came to a deep ravine in a thickly wooded part of the mountains.

"Man killed over there last week," said

'What had he done?" asked Dr. Hall. "Revenue officer," replied the guide.
"But," persisted Dr. Hall, "what crime ad the officer committed?"
"He was a revenue officer," again said

the guide.
It was a long time before Dr. Hall could be convinced that the fact that the man was a revenue officer, charged with breakonshine stills, was crime enough ing up moonshine stills, was crime enough in the eyes of his guide for the severest

## REAL ESTATE GOSSIP

from the office of publication.

Division of the Old Beale Farm Into Home Sites.

FEATURE OF STREET EXTENSION LAW

A Decided Improvement Noted in the Rental Market.

SOME IMPROVEMENTS

ington is the farm of the late Gen. E. F. Beale, which is located north of Hyattsville. It was one of the places that Gen. Grant loved to visit, and those who were fond of fine horses were found there in-specting the fine stock which Gen. Beale kept. It is one of the large farms in this vicinity, comprising some 500 acres, the greater portion of which is under cultivation. Recently it was decided to dispose of this portion of the estate of Gen. Beale, but it was found that owing to the growth of the city the character of the property had changed, and that it could no longer be

regarded as a farm in its entirety.

It was thereupon concluded to offer the property in suitable sections, and the agents, Davidson & Davidson, real estate brokers, have during the past few months disposed have during the past few months disposed of quite a large proportion of the original acreage. Capt. Thomas of the navy purchased the house and twenty acres of the land immediately about it. He intends to make his home there. One hundred acres were sold to Mr. Frank Tilford, and it is stated that it is his intention to erect a residence on this site. Mr. L. M. Blackford of the High School, Alexandria, has purchased a tract of twenty acres, while Mr. George Somerville of Virginia has acquired a title to twenty-five acres.

Street Extension Law.

In discussing the street extension liw, especially that feature of it that provides for the payment of the land, Mr. J. B. Wimer said that section 10 of the law "specifically provides that, upon the court's confirmation of the jury's verdict, which

cifically provides that, upon the court's confirmation of the jury's verdict, which would very properly constitute an absolute debt against the United States, making this debt, in effect, a judgment for the payment of which money is to be appropriated within the period fixed in section 18, and if proper provision is not made by Congress ty such appropriation within the time prescribed, all proceedings are rendered void and the land so condemned shall at once revert to the owners from whom it was to have been taken. It is true only the plat for the first section is ready for filing up to this time, but the others are being noted upon as rapidly as may be possible by the Commissioners, who fully realize the great importance to property owners of most speedily completing the whole matter. No time will be lost by them in effecting the speediest possible consummation.

"The call once before Congress devolves upon that body the bounden duty, under their own act, morally and legally, to act, within the time named, as to providing for the payment of the condemned property, or to lose to the District and to the country that which would be a great public misfortune, and which it would, in all ikell-hood, be utterly impossible to ever recover. It will have been acquired after years of most assiduous labor. It is therefore not reasonable to assume that the adjustment of awards is going to be delayed for want of legislation supplying the moneys, which are to come out of the District. Moneys appropriated by Congress to pay the debis, for properties taken under a jury's award, shall be appropriated, to be paid out of the revenues of the District. What object, then, can Congress have in permitting delay in a matter so palpably of interest of the country interested the the country is the country of the properties of the property of the country of the country of the properties of the property of the country of the properties then, can Congress have in permitting de-lay in a matter so palpably of interest of the greatest magnitude to the people of the country, interested in the future of its beautiful capital? No public expenditure other than that which is taxed upon the District of Columbia is to be made. Our people have accepted this situation, feeling that it is a burden, but light as compared with the immense benefit to accrue to us from it in the not far future by the expe-ditious carrying out of the act and vigoreditious carrying out of the act and vigor-ously pushing to results."

The Rental Market.

A decided improvement is reported by real estate dealers in the demand for houses to rent, and in some cases the lists show a gratifying reduction. The season is by no means over and one of the causes which will probably result in prolonging which will probably result in prolonging it is the continued warm weather. The meteorological conditions no doubt retard the carrying out of plans for domestic ar-rangements for the winter. The usual sea-son for renting furnished houses is apson for renting furnished houses is ap-proaching, and it is expected by dealers that there will be more done in this direc-tion during the present year than was the case last year. People are coming back to the city, and in carrying out their plans for the winter real estate dealers find the volume of business is growing.

Some Improvements.

An addition is to be made to the residence of George N. Saegmuller, on Maryland avenue near 2d street southwest, from plans prepared by A. Goenner, architect The front will be of press brick, with a bay window finished with a balcony at the sec

Thomas Blagden is building at the corner of 16th and Albemarle streets a stone and of 16th and Albemarle streets a stone and frame dwelling. Native blue stone will be used. Glenn Brown is the architect and G. W. Corbett the builder.

A permit has been taken out by Charles Rauscher for the erection of a store building at Connecticut avenue and M street. It will be two stories with cellar and have a frontage of fifty-one feet three inches by a depth of 100 feet. James F. Denson is the architect and H. T. Getz the builder.

The Week's Record. The building record for the week shows total of sixteen new buildings at an aggregate estimated cost of \$52,750. This is sor

what of a falling off from last week's record. but the continued hot weather, it is though is largely responsible. The northwest leads this week, with six permits, at \$35,000; the southwest, three permits, at \$4,425; the northeast, two permits, at \$3,300; the southeast, two permits, at

19,900, and the county, three permits, Vitality of Seeds Tested.

From Garden and Forest. Prof. Lazenby of the Ohio experiment station, in making tests for ascertaining the purity and vitality of seeds, notes the remarkable power of regermination which is exhibited by various species. Different samples of wheat germinated no less than samples of wheat germinated no less than ten times after intervals of a week or more, during which time the seeds were kept perfectly dry. Corn will germinate nearly as often. Clover and the grass seeds germinate but once, as a rule. This helps to explain why a good stard of grass or clover. plain why a good stand of grass of clover is difficult to obtain in unfavorable sea-sons, while failure with wheat or grain from alternate wet and dry conditions sel-dom occurs, provided the seed is good. It may also be one reason why certain gar-den seeds will endure much greater neglect than others.

Montoro Sails From Havani The autonomist leader, Rafael Montoro, has sailed from Havana for Yumuri. His mission is regarded as being an important